BY ORDER OF THE COMMANDER
HEADQUARTERS 377TH AIR BASE WING
KIRTLAND AIR FORCE BASE,
NEW MEXICO 87117-5606 (AFMC)

KAFB INSTRUCTION 13-202

17 JUNE 1997

Space, Missile, Command and Control

LOCAL FLIGHT OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Supersedes KAFBR 55-15, 22 July 1988 and KAFBR 55-5, 15 Jan 88 Pages: 6
Distribution: F,X

This instruction implements Air Force Policy Directive 13-2, *Air Traffic Control, Airspace and Range Management*, and establishes the control of local flight operations. It reinforces Albuquerque City Noise Control Ordinance 21-1975, Article 22 and restricts aircraft engine run and run-up operations. This instruction applies to all military, Air National Guard and civilian aircraft operating on Kirtland Air Force Base.

SUMMARY OF REVISIONS

This instruction has been revised to align with current Air Force policy and to update office symbols.

Chapter 1

KIRTLAND AIR FORCE BASE FLIGHT OPERATIONS

1.1. KAFB Local Flying Area . The local flying area is defined as that area inside a 40 nautical mile (NM) radius of Kirtland Air Force Base (KAFB), excluding Mexico. Controlled airspace, Class B airspace and restricted areas are excluded unless individual flights are properly cleared into these areas. Crossing airways is not considered as operating in controlled airspace. The upper limit of the local flying area is 20,000 feet mean sea level (MSL); the lower limit is defined in AFI 11-206, *General Flight Rules*. When operating in a controlled area, radio contact will be maintained with the appropriate air traffic control agency. If operating in an uncontrolled area, radio contact will be maintained with a automated flight service station (AFSS) or unit operations section.

1.2. Special KAFB Functional Areas. The KAFB local flying area includes the following special functional areas:

1.2.1. Acrobatic and Jet Functional Check Flight (FCF) Area. An enclosed area beginning at the 340/70 nautical miles (NM) Albuquerque (ABQ) VORTAC; then along the 70 NM ARC to the 350/70 NM ABQ VORTAC; then to 350/40 NM ABQ VORTAC; then along the 40 NM ARC to 340/40 NM ABQ VORTAC; then to the starting point. Clearance above 20,000 feet MSL must be obtained from the Albuquerque Center. Individual mission profiles may require FCF operations in alternate operating areas. The routing and altitudes desired will be specified on an appropriately filed flight plan. New Mexico Air National Guard (NMANG) aircraft will fly acrobatics and FCFs within the military operations areas (MOAs) and restricted areas. All other FCFs will be in the designated areas.

1.2.2. Multi-Engine FCF Area . An enclosed area beginning at 190/11 NM ABQ VORTAC; then along the 11 NM ARC to 220/11 NM ABQ VORTAC; then to 220/38 NM ABQ VORTAC; then along the 38 NM ARC to 190/38 NM ABQ VORTAC; then to the starting point. The majority of this area is under the control of Albuquerque Center, however, the extreme northeast corner is controlled by Albuquerque Approach Control. Class C airspace visual flight rules (VFR) radar advisories will be provided by Approach Control until released to Center. There are extensive VFR helicopter operations conducted in this area below 7000 feet MSL.

1.2.3. Helicopter FCF Area . An enclosed area beginning at 120/12 NM ABQ VORTAC; then to 100/22 NM ABQ VORTAC; then to 140/32 NM ABQ VORTAC; then along the 32 NM ARC to 160/32 NM ABQ VORTAC; then to the starting point.

1.2.4. Special Supersonic FCF Area. An enclosed area on White Sands Missile Range (WSMR) beginning 135/6 NM ONM VORTAC; then along a line to 094/21 NM ONM VORTAC; then to 166/62 NM ONM VORTAC; then to 154/65 NM ONM VORTAC; then to starting point. Altitude clearance will be 15,000 feet MSL to flight level 500 feet. To schedule, contact WSMR mission air safety officer (ASO), DSN 349-2271, 24 hours in advance. See Attachment 1 for complete procedures.

1.2.5. Designated Salvo Area . A drop area for use during day-VFR conditions is located about 2 miles south of the approach end of Runway 26 (35 o 01’ N - 106 o 34’ W). The area is 1/2 mile wide and 1 mile long, running east and west. The center has a target in the form of a cross made of oil drums. Recommended drop altitude is 700 feet above the ground (6000 feet MSL). Pilots must receive permission from Albuquerque Control Tower before using this area. The night and instrument flight rules (IFR) salvo area is located from 4 to 10 miles south of the airport on the extended center

line of Runway 17/35. Radar vectors along the extended centerline of Runway 17/35 will be provided at 7000 feet MSL. The actual jettison point will be at the pilot's discretion.

1.3. VFR Routes . Since the area within 20 NM of Albuquerque International Airport is considered a Class C airspace, specific VFR arrival and departure routes are not included. Aircraft arriving or transiting the Class C airspace will contact Albuquerque Approach Control at the VFR checkpoint. EXCEPTION: 58th Special Operations Wing (58 SOW) helicopter VFR arrival and departure routes are published in 58 SOW directives.

1.4. Air Traffic Patterns. All traffic patterns are left-hand except for those to Runways 08 and 17. Normally, fighter-type aircraft will fly the overhead traffic pattern; however, either the overhead rectangular traffic pattern or straight-in approach may be flown when directed by the Federal Aviation Administration (FAA) Control Tower. Helicopters with wheels will takeoff and land on the runways/helipads and proceed to and from parking areas by using taxiways. Helicopters with skids only will approach and depart from over the runways/helipads and taxi to and from parking areas at hovering altitude by using taxiways. Autorotations may be conducted on the approach ends of Runway 03 and Runway 35 if traffic permits and radio contact is maintained with the tower. EXCEPTION: 58 SOW helicopters may takeoff and land on designated helipads or taxiways as approved by the FAA Control Tower. All traffic will avoid over-flight of PAD 5 and Kirtland Underground Munitions Storage Complex (KUMSC) during aircraft operation in accordance with AFI 91-101**,** *Air Force Nuclear Weapons Surety Program.*

1.5. Traffic Pattern Altitudes.

1.5.1. Jet traffic patterns, both rectangular and overhead, will be flown at 7500 feet MSL or as assigned by Approach Control.

1.5.2. Conventional and turboprop traffic patterns, both rectangular and overhead, will be specified by Approach Control.

1.5.3. Helicopter traffic patterns will be flown at 5800 feet MSL.

1.6. Runway Operations. Runways 03 and 08/26 are the main arrival runways for all operations. Runway 08/26 is the main departure runway. Other runways may be used when emergency situations or meteorological conditions dictate or when assigned by Air Traffic Control (ATC). The following runway restrictions apply:

1.6.1. Hazardous Material. Aircraft carrying hazardous material will normally use Runway 08/26 for landing and takeoff. Runway 35 may also be used for landings and Runways 17 and 21 for takeoff. Arrivals to Runway 21 or departures on Runway 35 are not permitted.

1.6.2. Live Ordnance. Takeoffs will not be made on Runways 03 or 35.

1.6.3. Hung Ordnance. Advise the tower of intentions. Hung ordnance landings at Kirtland AFB will normally be made on Runways 03, 26 or 35 entering from a downwind or base leg. If conditions are such that a landing on Runway 08 must be made, the pilot will take every precaution to avoid flying over the most populated areas. Because populated areas must be overflown when landing on Runway17 or 21, hung ordnance landings should not be considered except in an emergency. Aircraft with hung ordnance will be escorted by a chase aircraft during turn to base. The chase aircraft will take spacing on downwind and base for landing or go around for closed traffic or resequencing.

1.6.4. F-16 Operations. The primary runway for F-16 operations at Albuquerque International Airport is Runway 08/26. For Runway 26 departures or landings flight leads should request the BAK-14 at the departure end be raised if needed.

1.6.4.1. Runway 17/35 is useable for takeoff and landing. For Runway 17 departures and landings flight leads should request the BAK-14 at the departure end be raised. Noise sensitive runways are 03 and 35 for takeoff and 17 and 21 for landing.

1.6.4.2. Runway 12/30 is not suitable for F-16 operations.

1.6.5. Jet Aircraft. Jet aircraft will not operate on Runways 12/30. Takeoff on Runway 35 is not recommended for jet aircraft except in special circumstances. Tower approval is required.

1.7. Hot Brake Procedures. Landing or aborted takeoff of aircraft suspected of having hot brakes due to excessive braking will turn off the runway at the first available taxiway. Stop the aircraft perpendicular to the runway. Request assistance through the FAA Control Tower.

1.8. Drag Chute Drop Areas. Drag chutes will be retained on the aircraft and jettisoned in the designated parking area. If adverse winds require jettisoning elsewhere, the chute will be dropped when clear of the active runway. Notify ground control if chute must be jettisoned prior to reaching the parking area.

1.9. Emergency Procedures.

1.9.1. Controlled Bailout . The recommended bailout area is within 8 nautical miles south of the airfield along the extension of Runway 17 (170 degree heading). All proposed bailout actions should be coordinated with the FAA Control Tower. With many different types of aircraft transiting this station and the complexities of each situation, a specific heading, distance, and altitude is impractical. This area is unpopulated and easily accessible.

1.9.2. Radio Difficulties. Pilots having radio problems will, fuel permitting, fly the aircraft at 1000 feet above field elevation along the side of the landing runway rocking wings until runway end is reached. The pilot will then complete a rectangular or closed traffic pattern taking instructions from the FAA Control Tower via radio and or light signals. The FAA Control Tower will activate the primary crash alarm circuit. If the pilot having radio problems wants an approach-end engagement (Runway 08/26), extend the tailhook (day) or flash the landing lights (night).

1.9.3. Landing Gear Check. Pilots should fly by the FAA Control Tower over Runway 08/26 at reduced speed for visual check. Advise Air Traffic Control to check for gear.

1.9.4. Aid. Pilots wanting information or assistance may contact Base Operations on ultrahigh frequency (UHF) 372.2. Operating hours are published in the Flip Enroute Supplement. Assistance can also be obtained from the Kirtland Command Post on UHF 349.4 or from “Taco Ops” on UHF 314.4.

1.9.5. Hazardous Cargo. Emergency aircraft landing with hazardous cargo will use runways as specified by KAFBI 11-201, *Hazardous Material/Ordnance Procedures***,** and will follow ground control’s instructions as coordinated with crash, fire and rescue and Base Operations.

Chapter 2

NOISE ABATEMENT

2.1. Quiet Hours Noise Level Restriction.

2.1.1. Do not operate, run-up, or test aircraft engines during quiet hours **(2200 to 0700 local time)** to the extent that the noise levels will be more than 50 decibels ambient (dB) (A) or 10 dB (A) above the ambient noise level measured within any inhabited residential zone of the city of Albuquerque, whichever is higher.

2.1.2. All aircraft are exempt from these provisions during takeoffs and landings or while taxiing.

2.1.3. Between **2100 and 0700 local** no left turns are allowed on Runway 08. Jet fighters and heavy aircraft are not permitted left turns off Runway 08 at any time. Departures on Runways 03 and 35 are not permitted unless winds are greater than 20 knots. Arrivals on Runways 17 and 21 are not permitted unless winds are greater than 20 knots.

2.2. Responsibilities.

2.2.1. 377th Air Base Wing (ABW), Airfield Management Branch (OTM). The chief, 377 ABW/OTM will:

2.2.1.1. Enter noise abatement restrictions in the remarks section of the enroute supplement for the Albuquerque International Airport.

2.2.1.2. Advise transient aircrews of the noise restrictions through a prominently placed notice in the Base Operations Dispatch Section.

2.2.2. 58th Special Operations Wing (SOW), Operations Group (OG). The 58 SOW/OG commander will approve in advance all mission essential aircraft engine operation conflicting with the restrictions stated in this instruction for all 58 SOW aircraft.

THOMAS W. MEYER, Lt. Col., USAF
Chief Airfield Management

Attachment 1

SPECIAL SUPERSONIC FCF AREA

A1.1. The special supersonic functional check flight area is defined as follows:

LAT	LONG	ONM/115	ABQ/79	HMN/92
34o 15' N	106o 45' W	135/6	164/47	329/91
34o 15' N	106o 25' W	94/21	145/51	339/86
33o 18' N	106o 25' W	166/62	167/104	319/32
33o 18' N	106o 45' W	154/65	160/106	300/42

Altitude block is 15,000 mean sea level (MSL) to flight level (FL) 500.

A1.2. Supersonic flight will be conducted along the line:

	LAT	LONG	ONM/115	ABQ/79	HMN/92
Begin::	34o 15' N	106o 37' W	118/11	158/48	333/88
Termi-nate:	33o 18' N	106o 37' W	115/62	163/104	307/38

A1.3. On completing supersonic track, turn west into the West area to complete flight profile. West area is defined as:

LAT	LONG	ONM/115	ABQ/79	HMN/92
33o 27' N	107o 01' W	179/54	175/96	298/58
33o 35' N	106o 49' W	169/45	170/87	311/57
33o 15' N	106o 53' W	172/66	171/108	291/46
33o 15' N	107o 01' W	178/66	175/108	287/51

A1.4. Twenty-four hours before flight, contact White Sands Missile Range mission air safety officer (ASO) at DSN 349-2271 to schedule mission. Prior to departure for FCF, verify time schedule and final approval with ASO.

A1.5. Prior to entering or departing White Sands Missile Range airspace, contact "Cherokee" on UHF 295.2 or 294.6. DO NOT ENTER without first making contact.